



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

DAVID MCCOY
SECRETARY

May 15, 2000

In Reply Refer To
File No. 9-00-2

Mr. Bobby Adams
Commissioner
Town of Bethania
Post Office Box 259
Bethania, North Carolina 27010

Dear Mr. Adams:

We have completed our investigation of your request for installation of speed bumps and/or traffic signals on SR 1611 (Main Street) in Bethania, Forsyth County.

North Carolina general statutes charges the Division of Highways with the responsibility of keeping roadways clear of obstructions. To place speed bumps in the roadway to control traffic where it is likely to cause injury or damage to vehicles is an unacceptable traffic control device. A previous Attorney General's Office opinion, as well as the North Carolina Department of Transportation's current policy, does not allow installation of speed bumps on state maintained roadways. Therefore, we cannot recommend installation of speed bumps at this location.

The intersections of SR 1611 (Main Street) at SR 1688 (Bethania Road) and SR 1611 at SR 4002 (Bethania-Rural Hall Road)/SR 1628 (Loesch Lane) were investigated for consideration of traffic signal installation. The investigation included the observation of existing physical roadway conditions, an analysis of traffic volumes, and a review of accident experience.

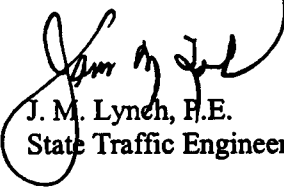
A review of accident records indicates that during the three year period between December 1, 1996 and November 30, 1999 there were two collisions at the intersection of Main Street with Bethania Road and four collisions at the intersection of Main Street with Bethania-Rural Hall Road/Loesch Lane. Of these, no collisions at the intersection of Main Street with Bethania Road, and three collisions at the intersection of Main Street with Bethania-Rural Hall Road/Loesch Lane, are of the type that may have been preventable if a traffic signal had been in operation. Although we would prefer no collisions, this history of collisions is less than the minimum threshold necessary to warrant installation of a traffic signal as outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD). This manual is a document of guidelines established by the Federal Highway Administration and adopted as a standard by the North Carolina Department of Transportation. Additionally, count data revealed that none of the traffic signal volume warrants were met under federal and state policies at either intersection. Based on these findings, we do not recommend a traffic signal at these intersections.

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Thank you for your concern for highway safety. Although we cannot comply with your request, we hope you understand our position in this matter. If conditions change significantly at these intersections, we will be glad to reevaluate the need for additional safety improvements.

Please let me know if you have any questions or need additional information.

Yours very truly,


J. M. Lynch, P.E.
State Traffic Engineer

JML:bs

cc: Dalton D. Ruffin, Board of Transportation Member
D. B. Waters, Division Engineer
Janet D'Ignazio, Chief Planning and Environmental Officer
Greg Errett, Principal Planner, City of Winston-Salem